

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the present application.

**Listing of Claims:**

Claims 1 to 8 (Canceled).

9. (Previously Presented) The method according to claim 18, wherein the at least one operating parameter includes at least one of a rotational speed and a signal characterizing an injected fuel volume.

10. (Canceled).

11. (Canceled)

12. (Previously Presented) The method according to claim 18, wherein the step of determining the particulate emission rate includes considering an additional variable representing a temperature in the exhaust treatment system.

13. (Previously Presented) The method according to claim 18, further comprising the step of controlling the exhaust treatment system during a normal operation in accordance with the quantity.

14. (Canceled).

15. (Previously Presented) The method according to claim 18, further comprising the step of controlling the exhaust treatment system during an emergency operation in accordance with the quantity.

16. (Canceled).

17. (Canceled).

18. (Currently Amended) A method for controlling an internal combustion engine having an exhaust treatment system that includes a particle filter, comprising:

calculating a loading state of the filter, the process of calculating including:

determining a particulate emission rate of the internal combustion engine based on at least: a) one first operating parameter of the internal combustion engine; and b) an oxygen concentration in exhaust gas of the internal combustion engine; ~~and~~

integrating the particulate emission rate over time, resulting in a loading state of the particle filter; and

detecting an error in a state of congestion derived based on exhaust gas flow rate in accordance with the loading state resulting from the integration.

19. (Currently Amended) A device for controlling an internal combustion engine having an exhaust treatment system including a particle filter, comprising:

a processing unit configured to:

calculate a loading state of the filter by:

determining a particular emission rate of the internal combustion engine based on at least: a) one first operating parameter of the internal combustion engine; and b) an oxygen concentration in exhaust gas of the internal combustion engine; ~~and~~

integrating the particle emission rate over time, resulting in a loading state of the particle filter; and

detecting an error in a state of congestion derived based on exhaust gas flow rate in accordance with the loading state resulting from the integration.